

APPENDIX 5: LAND USES PERMITTED WITHIN AIRPORT ENVIRONS IMPACT AREAS

A-5-1 The permitted land use of any property within the Airport Environs Impact Area shall be defined as set forth in Table 1.

(1) Key to Table

- (a) Accident Potential Zones (APZ's) are divided into three types along primary flight paths. The Clear Zone is an area which possesses a high potential for accidents. APZ 1 is the area normally beyond the Clear Zone which possesses a significant potential for accidents. APZ Zone 2 is an area normally beyond APZ 1 which has a measurable potential for accidents, but less than APZ 1.

- (b) Airport Noise Zones are hereby established as follows:

Airport Noise Zone	Ldn Values
1	Less than 65
2	65 to 75
3	Greater than 75

- (c) Airport Environs Impact Zones are hereby established as follows:

Area	Characteristics
1	Clear Zone
2	Accident Potential Zone 1 & Noise Zone 3
3	Accident Potential Zone 1 & Noise Zone 2
4	Accident Potential Zone 1 & Noise Zone 1
5	Accident Potential Zone 2 & Noise Zone 2
6	Accident Potential Zone 2 & Noise Zone 1
7	Noise Zone 2

The areas which are represented by these zones are depicted on the Elizabeth City Airport Area zoning map, which is hereby made a part of this Ordinance.

- (d) Development:

- Acceptable Development: The provisions of the zoning ordinance are appropriate without modification.
- Recommended Development: The land uses set forth in the zoning ordinance are appropriate; however, certain conditions or safeguards need to be imposed to protect the public interest.
- Unacceptable Development: The land uses permitted by the zoning ordinance are incompatible with and prohibited by the airport environs zone in which the property is located.

**Table 1
Land Use Objectives**

Yes = Acceptable Development
 * = Conditional Development Permitted by A-5-2
 No = Unacceptable Development and Prohibited

Land Use Category	Airport Environs Impact Areas						
	1	2	3	4	5	6	7
Residential							
Single-Family Dwelling Units (including manufactured homes)	No	*22	*22, 15	*22	*14, 15	*14	*14, 15
Two-Family Dwelling Units; Multi-Family Dwelling Units; Manufactured Home Parks	No	No	No	No	No	No	*14, 15
Group Quarters; Residential Hotels; Transient Lodge	No	No	No	No	No	No	15
Industrial/Manufacturing							
Food and Kindred Products; Textile Mill Products	No	No	No	No	*10	Yes	*10
Apparel; Chemicals & Allied Products Activities; Petro Refining, Related Rubber & Miscellaneous Plastic Products	No	No	No	No	No	No	*10
Lumber & Wood Products; Furniture & Fixtures; Paper & Allied Products; Printing & Publishing; Stone, Clay & Glass Products; Primary Metal Industries; Fabricated Metal Products; Product Assembly; Motor Freight; Warehousing	No	*3	*10	Yes	*10	Yes	*10
Professional, Scientific & Control Instruments	No	No	No	No	*10	*10	*10
Transportation, Communication and Utilities							
Railroad	*2	Yes	Yes	Yes	Yes	Yes	Yes
Highway & Street Right-of-Way	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Automobile Parking	No	Yes	Yes	Yes	Yes	Yes	Yes
Communications	*2	*3	*10	Yes	*10	Yes	*10
Utilities (except above ground transmission lines)	*1	*3	*10	Yes	*10	Yes	*10
Above Ground Transmission Lines	No	No	No	No	Yes	Yes	Yes

Yes = Acceptable Development
 * = Conditional Development Permitted by A-5-2
 No = Unacceptable Development and Prohibited

Land Use Category	Airport Environs Impact Areas						
	1	2	3	4	5	6	7
Commercial/Retail Trade							
Wholesale Trade; Building Materials; Hardware; Farm Equipment (Retail); Auto, Marine, Aviation (Retail)	No	*3	*10	Yes	*10	Yes	*10
General Merchandise (Retail); Food Retail; Apparel and Accessories (Retail)	No	No	No	No	*11	Yes	*11
Furniture; Home Furnishings (Retail)	No	No	No	No	*10	*10	*11
Eating & Drinking Establishments	No	No	No	No	No	No	*4
Personal & Business Services							
Finance, Real Estate, Insurance, Professional Services, Business Services, Personal Services, Indoor Recreation Services	No	No	No	No	*4	Yes	*4
Repair Services; Contract Construction Services	No	*4	*11	Yes	*11	Yes	*11
Automobile Service Stations	No	Yes	Yes	Yes	Yes	Yes	Yes
Public & Quasi-Public Services							
Government Services	No	No	No	No	*11, 16	*18	*11
Educational Services; Cultural Activities; Non-Profit Organizations	No	No	No	No	No	No	*12
Medical & Other Health Services	No	No	No	No	No	No	*12
Cemeteries	No	*5	*5	*5	*5	*5	Yes
Landfills	No	No	No	No	No	No	No
Outdoor Recreation							
Playgrounds; Neighborhood Parks	No	No	No	No	*19	*19	Yes
Community & Regional Parks	No	*8	*8	*8	*8	*8	Yes
Nature Exhibits	No	*6	*13	Yes	*13	Yes	Yes
Spectator Sports Including Arenas	No	No	No	No	No	No	Yes
Golf Courses; Riding Stables	No	*9, 10	*9, 10	*9, 10	*9, 15	*9, 15	Yes
Water-Based Recreational Areas	No	*9	*9	*9	*9	*9	Yes

Yes = Acceptable Development
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 No = Unacceptable Development and Prohibited

Land Use Category	Airport Environs Impact Areas						
	1	2	3	4	5	6	7
Resorts and Group Camps	No	No	No	No	No	No	Yes
Entertainment Assembly; Amphitheater; Music Shell	No	No	No	No	No	No	No
Golf Courses (Not including structures)	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Resource Production, Extraction & Open Land							
Agriculture Including Livestock Grazing	*2	*11	*22, 15	*22	*15	Yes	*15
Livestock Farm; Animal Breeding	No	No	*22, 15	*22	*15	Yes	*15
Forestry Activities	*3	Yes	Yes	Yes	Yes	Yes	Yes
Fishing Activities	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Mining Activities	No	Yes	Yes	Yes	Yes	Yes	Yes
Underdeveloped Areas; Unused Land Areas; Permanent Open Space; Water Areas	Yes	Yes	Yes	Yes	Yes	Yes	Yes

A-5-2 Conditional Development

Note: NLR means 'Noise Level Reduction'

- (1) No structure (except airfield lighting), buildings or above ground utility communications lines shall be located in the Clear Zone.
- (2) Permitted only within height constraints.
- (3) Compatible development is recommended on design and construction providing for a NLR of 30 dBA, A-weighted (dBA) reception, office, retail and employee lounge areas.
- (4) Compatible development is recommended on design and construction providing for NLR of 30 dBA throughout the facility.
- (5) Chapels are not permitted.
- (6) Development is subject to the recommendation that spectator stands are not built as part of this land use operation.
- (7) Development is subject to the recommendation that clubhouses are not built as part of this land use operation.
- (8) Development is subject to the recommendation that concentrated rings with classes larger than 25 are not built as part of this land use operation.
- (9) Residential structures are not permitted.
- (10) Compatible development is recommended on design and construction providing for a NLR of 25 dBA in reception, office, retail, and employee lounge areas.
- (11) Compatible development is recommended on design and construction providing for a NLR of 25 dBA throughout the facility.
- (12) Compatible development is recommended on design and construction providing for a NLR of 35 dBA throughout the facility.
- (13) Development is subject to the recommendation that concentrated rings with classes larger than 50 are not built as part of this land use operation.
- (14) Development is subject to the recommendation that maximum density not exceed two dwelling units per acre.
- (15) Compatible development is recommended on dwelling design and construction providing for a NLR of 30 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.

- (16) Development is subject to the recommendation that unit meeting places, auditoriums and the like for gatherings of more than 25 people are not built as part of this land use operation.
- (17) Development is subject to the recommendation that the park is oriented towards forest trails and similar activities which do not concentrate groups of people greater than 50 within the park. Playgrounds are not permitted.
- (18) Development is subject to the recommendation that meeting places, auditoriums and the like for a gathering of more than 50 people are not built as part of this land use operation.
- (19) Compatible development is recommended on residential unit design and construction providing for a NLR of 35 dBA and location of outdoor activity areas such as balconies and patios on the side of the building which is sheltered from the aircraft flight path.
- (20) Compatible development is recommended on design and construction providing for a NLR of 30 dBA in the clubhouse.
- (21) Compatible development is recommended on design construction providing for a NLR of 30 dBA in permanent structures.
- (22) Development is subject to the recommendation that maximum density not exceed one dwelling unit per acre.

A-5-3 Summary of Uses by Zones

Zones	General Restrictions
1	No residential development
2, 3, and 4	Maximum density one (1) dwelling unit per acre
5, 6, and 7	Maximum density not to exceed two (2) dwelling units per acre